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FROM: BERLIN
TO: Secretary of State
NO: 956, FEBRUARY 14, 3 PM

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SENT BONN 896; REPEATED INFORMATION USAREUR BERLIN'S 817,
DEPARTMENT 956, LONDON, PARIS, MOSCOW UNNUMBERED

REF: BERLIN'S 936 TO DEPT, RPTD 877 TO BONN

AFTER DISCUSSION WITH BRITISH AND FRENCH, AND WITH REPRESENTATIVES
USCOB AND BERLIN COMMAND, FOLLOWING OBSERVATIONS SEEM PERTINENT
RE IDENTIFICATION OF ALLIED TRAIN CREW MEMBERS WHO WILL CARRY
MOVEMENT ORDERS VALID FOR THIRTY-DAY PERIOD:

1. ALL AGREE IT WOULD BE OBJECTIONABLE IN PRINCIPLE TO PERMIT
ANY SYSTEM UNDER WHICH SOVS THEMSELVES ATTEMPT PROVIDE DOCUMENTATION
FOR TRAIN CREWS, AS SUGGESTED AT ONT POINT BY KOTSIUBA.
2. MOST DESIRABLE METHOD OF IDENTIFYING TRAIN CREW MEMBERS WOULD
BE TO INSTITUTIONALIZE TEMPORARY DEVICE SUGGESTED BY KOTSIUBA.
RUSSIAN LANGUAGE, OR PERHAPS BILINGUAL STAMP WITH LEGEND
"PERMANENT MEMBER TRAIN COMMAND" COULD BE AFFIXED UPPER LEFT-HAND
CORNER MOVEMENT ORDERS BY AMERICAN AND FRENCH ISSUING AUTHORITIES
3. WE SHOULD MAKE STRONG EFFORTS CONVINCE SOVS OF PRACTICABILITY
THIS PROCEDURE. HOWEVER, WE DO NOT BELIEVE ANY PRINCIPLE INVOLVED
WHICH WLD WARRANT INSISTENCE ON STAMP ALONE SHOULD SOVS REQUEST
LISTS OF TRAIN CREW MEMBERS FOR MONTHLY PERIODS. SEE NO BASIC
OBJECTION TO GIVING THEM SUCH LISTS TO FACILITATE IDENTIFICATION
OF TRAIN CREW MEMBERS AT CHECKPOINTS PROVIDED THEY AGREE PERSONNEL
CAN BE SUBSTITUTED QUICKLY AND EASILY. THEY HAVE ALREADY INDICATED
TELEPHONE MESSAGE WLD SUFFICE FOR THIS PURPOSE. MOREOVER,
ISSUING AUTHORITIES CLD ALWAYS EXERCISE OPTION TO ISSUE SINGLE
ROUNDTRIP MOVEMENT ORDERS WITHOUT ANY NOTICE SHOULD LAST-MINUTE
SUBSTITUTIONS BE REQUIRED.

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GIVEN ASSUMPTION THAT SOME IDENTIFICATION OF CREW MEMBERS IS REASONABLE AND IN OUR INTEREST, AND THAT LIST CONTAINS NO SECURITY INFO (PRESUMABLY EVEN RANK AND SERIAL NUMBER CLD BE OMITTED IF DESIRED), TRANSMISSION OF LIST WLD BE MERELY ROUTINE MEANS OF EXPEDITING PROCESSING AT CHECKPOINT. TO COVER CONTINGENCIES, LIST CLD BE FAIRLY COMPREHENSIVE INCLUDING NAMES OF ALL PERSONNEL FROM VARIOUS COMMANDS INVOLVED (TRANSPORTATION, SIGNAL CORPS, MILITARY POLICE) WHICH MIGHT BE ASSIGNED TO TRAIN DUTY DURING MONTH. NOT ALL PERSONS ON LISTS WLD OF COURSE RIDE TRAINS EVERY NIGHT. SHOULD CENTRALIZATION OF CONTROL IN BERLIN COMMAND TRANSPORTATION, WHICH NOW EING DISCUSSED TAKE PLACE, COMPILATION WOULD BE GREATLY SIMPLIFIED.

4. FRENCH VIEW IS THAT WE SHOULD AGREE SUBMIT TRAIN CREW LISTS WITHOUT FURTHER ADO TO BRING SPEEDY CONCLUSION DISCUSSION OF THIS PROBLEM. THEY ARE PREPARED, HOWEVER, TO GO ALONG WITH US IN FIRST REQUESTING PROCEDURE DESCRIBED IN PARA 2 ABOVE, BUT DO NOT BELIEVE WORTH HAGGLING OVER. THEY ARE QUITE PREPARED TO ISSUE MOVEMENT ORDERS FOR TRAIN CREWS ON SINGLE ROUNDTRIP BASIS TO AVOID DIFFICULTIES ON THIS ISSUE.
5. BRITISH INTEREST MY PERIPHERAL SINCE THEIR PRESENT PRACTICE IS TO ISSUE MOVEMENT ORDERS DAILY FOR CREWS. HOWEVER, THEY, OF COURSE, WISH MAINTAIN TRIPARTITE UNITY AND TO HAVE OPTION TO SHARE IN BENEFITS OF ANY PROCEDURE WHICH MAY BE ADOPTED. OTHER THAN ON POINT MADE NUMBERED PARA ONE ABOVE, THEY DO NOT FEEL ANY QUESTION OF PRINCIPLE INVOLVED.
6. BERLIN COMMAND TRANSPORTATION OFFICER FEELS THAT, WHILE SUCH LISTS WOULD BE PREPARED, INFORMATION OF SOVIETS METHOD IN PARA 2 ABOVE GREATLY PREFERABLE FROM OPERATING POINT OF VIEW. HE FEELS SUBMISSION OF LISTS SHOULD BE AVOIDED IF POSSIBLE SINCE MIGHT GIVE SOVS PRETEXT FOR CAUSING FUTURE DIFFICULTIES.
7. WHILE WE ARE NATURALLY RELUCTANT PROVIDE ANYTHING NEW TO SOVS, FACT IS THAT ANY ASPECT OF CURRENT DOCUMENTATION PROCEDURES CLD BE SEIZED ON BY THEM IF THEY ARE SEEKING PRETEXT FOR CAUSING DIFFICULTIES. IN VIEW FRENCH AND BRITISH ATTITUDE AS WELL AS CONSIDERATIONS NOTED PARAS TWO AND THREE ABOVE, BELIEVE WE SHOULD PROCEED ALONG LINES INDICATED IN THOSE PARAS.

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USCOB CONCURS.

8. WE HAVE DISCUSSED WITH AMBASSADOR, WHO IS IN BERLIN,
AND HE CONCURS IN SUBSTANCE.

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